

What is claimed is:

1. An elastomeric suspension spring usable for bearing the load of a motor vehicle and formed of a cross-linked rubber composition based on (phr = parts by weight per hundred parts of rubber) :

natural rubber in a quantity equal to or greater than 60 phr;

a filler comprising, in a mass fraction greater than 55%:

a carbon black whose grade varies from 600 to 900, said composition comprising in that case a total quantity of filler of from 10 to 60 phr, or

an inert white filler, said composition comprising in that case a total quantity of filler of from 10 to 30 phr; and,

a sulfur cross-linking system comprising at least one cross-linking accelerator, said cross-linking system comprising 0.7 to 1.2 phr of sulfur and being such that the mass ratio of sulfur to cross-linking accelerator(s) varies from 0.15 to 2.70.

2. An elastomeric suspension spring according to claim 1, wherein said mass ratio of sulfur to cross-linking accelerator(s) varies from 0.15 to 0.50.

3. An elastomeric suspension spring according to claim 1, wherein said filler comprises in a mass fraction greater than 70% said carbon black whose grade varies from 600 to 900 or said inert white filler.

4. An elastomeric suspension spring according to claim 1, wherein said filler comprises a blend of said carbon black whose grade varies from 600 to 900 and said inert white filler.

5. An elastomeric suspension spring according to claim 1, wherein said filler consists of said carbon black whose grade varies from 600 to 900 or said inert white filler.

6. An elastomeric suspension spring according to claim 1, wherein said filler comprises a majority proportion of said carbon black and is present in said composition in a total quantity of from 40 to 60 phr.

7. An elastomeric suspension spring according to claim 1, wherein said cross-linking system additionally comprises, as cross-linking activator, zinc 2-ethylhexanoate.

8. An elastomeric suspension spring according to claim 1, wherein said composition comprises:

natural rubber in a quantity of from 70 phr to 100 phr, and
synthetic polyisoprene in a quantity of from 30 phr to 0 phr.

9. An elastomeric suspension spring according to claim 1, wherein said composition comprises natural rubber in a quantity of 100 phr.

10. An elastomeric suspension spring according to claim 1, wherein said cross-linked composition has a dynamic shear modulus G^* at 100% deformation, measured to standard ASTM D 5992-96 at a temperature of 23°C and at a frequency of 10 Hz to standard ASTM D 1349-99, which is within a range from 0.5 MPa to 5.5 MPa.

11. A suspension joint for a motor vehicle, said joint being intended to bear the load of said vehicle and comprising:

two substantially cylindrical and concentric armatures;

an elastomeric suspension spring disposed between and connecting said armatures, wherein said spring is formed of a cross-linked rubber composition being based on (phr = parts by weight per hundred parts of rubber) :

natural rubber in a quantity equal to or greater than 60 phr;

a filler comprising in a mass fraction greater than 55%:

a carbon black whose grade varies from 600 to 900, said composition comprising in that case a total quantity of filler of from 10 to 60 phr, or

an inert white filler, said composition comprising in that case a total quantity of filler of from 10 to 30 phr; and,

a sulfur cross-linking system comprising at least one cross-linking accelerator, said cross-linking system comprising 0.7 to 1.2 phr of sulfur and being such that the mass ratio of sulfur to cross-linking accelerator(s) varies from 0.15 to 2.70.